SUBJECT

Improvement of Navigation between Rumania and Bulgaria

DATE

Feb 7, 1929

CASE NUMBER

711.74157

JACKET NO. 1

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1—1235 U. S. GOVERNMENT PRINTING OFFICE: 1928

DOCUMENT FILE

NOTE

SEE 771.74/30 FOR # 1424

FROM Bulgaria (Kodding) DATED Feb 7, 1929
TO
NAME

1—1127 G P O

771.74157/1
MAIL BUREAU

REGARDING: proposed agreement for the construction of a railway bridge over the Danube at any place desired by Rumania, with half the cost to be borne by Bulgaria.

b

Mr. Bilourescc also said that Mr. Mashko Madjaroff, Bulgarian Minister of Railways, recently suggested to him the conclusion of an agreement for the construction of a railway bridge over the Danube at any place desired by Roumania, with Bulgaria to pay half of the cost. He did not think that this proposal was within the realm of immediate possibilities and seemed inclined to minimize its importance. The Belgrade Government was pressing Bucharest to have a bridge built over the Danube between Yugoslavia and Roumania and it was also necessary for Roumania to build two or three additional bridges over the eastern reaches of the river entirely within its own territory. His country did not dispose of the necessary funds to build all of these bridges.

Dr. Dendramis, the Greek Minister, warmly approved the idea of a Danube bridge between Bulgaria and Roumania when he discussed the matter with the Roumanian Minister, having in mind, no doubt, the economic and strategic advantages.....

DOCUMENT FILE

NOTE

771.74157/2

SEE 768.74/288 FOR # 984

FROM Greece (Skinner) DATED July 8, 1929.
TO NAME

1—1127 GPO

REGARDING: the scheme of uniting the Bulgarian and Greek railways and the Rumanian and Bulgarian systems by a bridge over the Danube, in which Poland is to help bear the cost, thereby making possible railway communication between Greece and Turkey and the rest of Europe, without as is now necessary, crossing Yugoslavia.

mb

When at length the Bulgarian and Greek railway systems are united, and when the Polish scheme of contributing to the cost of a bridge over the Danube which would unite Roumanian and Bulgarian railway systems is carried out, it will be possible for the Eastern European States, particularly Poland, to secure access to the Mediterranean by the port of Saloniki.

Such

Such a system promises tangible results of a commercial character, and would enable Greece, and Turkey as well, to communicate with the rest of Europe without crossing Yugoslavia which offers at present the only lines by which Greece and Turkey can communicate by rail with the other countries of Europe.

I have the honor to be, Sir,

Your obedient servant,

(Signed) Robert [illegible]

DOCUMENT FILE

NOTE

SEE 760c.68/1 FOR despatch #226

FROM Warsaw (Cole) DATED July 23, 1929

TO NAME

1—1127 GPO

861.74157/3

REGARDING:

News clipping from the MESAGER POLONAIS of Warsaw commenting upon possibilities which would be opened up by building of a bridge across the Danube, thereby affording Poland, Rumania and Bulgaria an opportunity for sending their freight by rail to the port of Saloniki on the Aegean Sea for shipment.

DOCUMENT FILE

NOTE

SEE 870.77/2 FOR #1361

FROM Bulgaria (Kodding) DATED Nov.16,1928

TO

NAME

1—1127 ●F●

771.74157/4

~~REGARDING:~~ XXX enclosing article from LA BULGARIE entitled "Bulgaria as an Axis of International and Balkan Transit", by George Lazaroff, an engineer and Bulgarian delegate to International Danube Commission, dismissing idea of Adriatic trans-Balkan railway but urging the building of international bridge over the Danube at Svishtov to permit rail route through Rumania.

AM RECD

LEGATION OF THE
UNITED STATES OF AMERICA
Sofia, Bulgaria.

No. 29.

May 15, 1930.

JUN 4 30

DEPARTMENT OF STATE
JUN 27 1930
DIVISION OF
WESTERN EUROPEAN AFFAIRS

FOR DISTRIBUTION - Cutter Yes No

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JUN 27 1930
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DIVISION OF
WESTERN EUROPEAN AFFAIRS

FILED
JUN 28 1930

871.7415/5

The Honorable

The Secretary of State,

Washington

Sir:

Since the beginning of the current year this Legation has been following the rumors concerning the imminent construction of a Danube bridge between Rumania and Bulgaria, which matter formed the subject of despatch No. 1361 of November 16, 1928. The report of Engineer Lazaroff appended to that despatch indicated the importance of this project from the Bulgarian point of view.

For a period of some weeks the project of the construction of such a bridge seemed to be entering a practical stage and even Bulgarians and Rumanians in official positions in Sofia discussed it with apparent seriousness, affirming that only minor differences as to the location of the bridge divided the two countries, a consensus of opinion.....

opinion seeming to favor Corrabia, although from the Bulgarian point of view, Svichtov, a point already connected with the Bulgarian railway system is preferred.

The newspapers in February went so far as to speak of a proposed conference in Bucharest of Bulgarian, Polish and Rumanian representatives to discuss this long mooted question, but the conference was not held and the optimistic tone concerning the project has now changed to one which relegates the construction of the Bulgarian-Rumanian bridge to a position secondary to the construction of a Yugoslav-Rumanian bridge further up the river, one point mentioned being between Turnu Severin and Kladovo, and another at Brza-Palanka.

Both Poland and Greece are interested in the construction of a Danube bridge, the former to insure a more direct southern outlet for her goods than the Rumanian ports on the Black Sea provide, but to her an Adriatic port served by a Yugoslav-Rumanian bridge might be equally satisfactory especially as she is said to fear the possible competition of Bulgarian lignite with her own if a cheap outlet is obtained for Pernik coal by means of a Bulgarian-Rumanian bridge and outlet to the Aegean Sea. Greece is interested in having the bridge constructed between Bulgaria and Rumania, and in the connecting of the Greek and Bulgarian railway systems, in order to enlargen the economic hinterland of Saloniki, and politically in order to possess a secondary line of rail communication with Europe.

The Legation learns from the Rumanian Legation in Sofia that the construction of the Bulgarian-Rumanian bridge is not a possibility of the present moment and that discussions have been postponed, although the Rumanian Government

is.....

is still studying the question.

Similar information was obtained from Mr. Jivko Dobreff, Secretary-General of the Bulgarian Foreign Office, who said that the political relations between Yugoslavia and Rumania, and the needs of their communication systems, are such that the bridge between those two countries will be constructed first. Besides providing better connections between Belgrade and Bucharest, it would provide the first trans-Balkan railway, as the new Yugoslav railway from Belgrade to the Adriatic, which has now reached as far as Kraljevo, is gradually completed. Mr. Dobreff said he thought this would postpone the Bulgarian-Rumanian project at least ten years. This pessimism does not seem wholly justified and possibly may be simulated for reasons of a bargaining nature, especially if it is true, as some newspapers assert, that Poland and Greece may be willing to advance a portion of the cost of a Bulgarian-Rumanian bridge. An article from
1/ "Makedonia" concerning this subject is transmitted, herewith.

I have the honor to be, Sir,

Your obedient servant,

Henry W. Shoemaker,

Henry W. Shoemaker,
American Minister.

HWS/hpk

Enclosures: (1)
As described above.

Copy to E.I.C. Paris.

File No. 870.

29 OF May 16 1930
LEGATION, SOFIA.

"Makedonia"
Organ of the Macedonian
National Committee.
May 8, 1930.

TWO BRIDGES ACROSS THE DANUBE.

The following views on this question expressed by certain of the leading Rumanian newspapers are of unusual interest. Thus "Independance Roumaine" of May 1st has this to say on it:

"The Yugoslav Government has invited our Government to participate in a conference at which the project of constructing a bridge across the Danube to connect the two countries will be discussed and settled. Such a bridge is planned to be built between Brza Palanka and Tsiganesht. The point where it will be constructed has already been decided upon. The cost for its construction will be met by the two States."

"Currentul", another Bucarest newspaper of the same date has this to say on the matter:

"It looks as if the formalities in connection with the plans for the construction of a bridge between Yugoslavia and Rumania are ahead of those for the construction of a similar crossing between Bulgaria and Rumania. We are of the opinion that the two enterprises should be undertaken simultaneously and finished simultaneously. Let it not be forgotten that the bridge which will connect us with Bulgaria will have in store for us greater benefits because it will open for us a new route to Constantinople and the Aegean, which will shorten the present communications with those points by ten hours. The only argument against a bridge linking us with Bulgaria was that one advanced by our military authorities. It is, therefore, a strategic one. Its significance, however, has died out. A bridge which will bring us in closer commercial relations with the Aegean is a national necessity to our country. Should it be realized Rumania will become a centre of international commercial intercourse from Eastern to Western Europe.

DOCUMENT FILE

NOTE

771.74157/51
2

SEE 871.1541/6 FOR #494

FROM Latvia (Cole) DATED June 23,1932
TO NAME

1—1127 GPO

REGARDING: Possible construction of bridge over Danube connecting Rumania and Bulgaria.
Translation of news story of June 11 reporting the reapparance of plans for the building of a new bridge across the Danube River and commenting on question of such a bridge connecting Rumania and Bulgaria.

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DOCUMENT FILE

NOTE

SEE 770 Salonika, 1933/12 FOR #785

FROM Bulgaria (Barnes) DATED Nov. 27, 1933
TO NAME 1-1127 ORO

REGARDING: Bridge over the Danube between Bulgaria and Rumania. Declaration adopted at the Fourth Balkan Conference concerning the necessity for -- in order to establish direct railway communication between Greece, Bulgaria and Rumania.

771.741157/6

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DOCUMENT FILE

NOTE

771.74157/7

SEE 871.79 Ferry/1 FOR #131

FROM Rumania (Harrison) DATED Aug. 21,1936

TO NAME I-1127 GPO

REGARDING: Ferry-boat service across the Danube between Giurgiu (Rumania) and Rustchuk(Bulgaria).
Status of project for --. Objection on part of Rumania to a bridge across the river.

lec

Central File: Decimal File 771.74157, Political Relations Of States, Relations; Bi-Lateral Treaties., Political., Boundary Questions. Composition Of Differences., Romania And Bulgaria, Improvement Of Navigation. Bridges. Removal Of Obstructions., Feb. 7, 1929 - Aug. 21, 1936. February 7, 1929 - August 21, 1936. MS Turkey, Greece, and the Balkan States: Records of the U.S. Department of State, 1930-1944: Records of the Department of State Relating to Political Relations of Turkey, Greece, and the Balkan States, 1930-1939. National Archives (United States). Archives Unbound, link.gale.com%2Fapps%2Fdoc%2FSC5111390458%2FGDSC%3Fu%3Domni%26sid%3Dbookmark-GDSC. Accessed 20 June 2025.